

Significant Regulatory Differences

Amendment Pair: 14 CFR Part 25 Amendment 25-87
JAR 25 Change 14 Amendment 25/96/1

General Comments and Assumptions:

This following list of SRD regulations which require direct FAR compliance is based on the FAR/JAR 25 Amendment pair noted in the header.

1. This SRD list includes only regulations where compliance with the JAA minimum standard would not be accepted by the FAA. (NOTE: The SRD list is identified as the “FAA-SRD” list to clarify that it is only intended for FAA validations of JAA products).
2. According to the “Type Validation Principles”, only regulations that have a regulatory difference will be included in the SRD list. Identical regulations that have differences in guidance/interpretive material will be addressed, if required, as separate Validation Items (VI).

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FAR Regulation	Guidance	Remarks
Subpart B		
25.107(e)(1)	AC 25-7	FAR requires greater margin of VLOF over VMU than JAR for airplanes that are geometry-limited or elevator power-limited
Subpart C		
25.307(a)		Difference in judgment and practice. Sometimes FAA requires limit tests while JAA accepts analysis, other times JAA requires ultimate load tests while FAA accepts limit tests.
25.331(c)(1)		FAR more severe: FAR requires full airplane loads, not just tail, and carries out the maneuver until the full airplane limit load factor is reached.
25.331(c)(2)		Differences in how pitching acceleration values are determined.
25.361(b)		The FAA does not accept the 3 sec spindown allowed by ACJ to determine limit engine torque
25.361(c)		Total propeller malfunction dynamic factor is different between FAR and JAR.
25.365		FAR includes structural design considerations for operation above 45,000 feet.
25.562(b)		FAR applies to all seats; JAR applies to pax seats only.
25.571(b)		JAA allow residual strength loads less than limit.
25.571(e)	AC 25.571-1A AC 20-128	FAR requires consideration of uncontained rotor and fan damage to structure not limited to pressurized compartments

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FAR Regulation	Guidance	Remarks
Subpart D		
25.621		FAR rule more specific and generally more stringently applied.
25.631		FAA rule requires 8 pound bird on tail, so is more severe.
25.671(c)(1)		The more stringent FAA requirement mandates single failures regardless of probability.
25.813		JAR 25.813 does not include the standards of FAR 25.813(c) concerning access to Type III exits in airplanes with 60 or more passengers.
25.831(a)	AC 25-20	FAR has different cabin ventilation requirements.
25.831(g)		Unique FAR requirement for temperature exposure time requirements.
25.841	AC 25-20	FAR establishes cabin pressure altitude requirements

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FAR Regulation	Guidance	Remarks
Subpart E		
25.901 (c)		The FAA requires the fail-safe concept - no failure(s) will jeopardize the safe operation of the airplane. JAR requires compliance with JAR 25.1309. FAA views 25.1309 as an augmenting requirement to subpart E, where failure probabilities and their consequences are relevant, but not a substitute to specific, and in some cases, more restrictive requirements, i.e. fail-safe and isolation.
25.901(d)		The FAA requires that the APU installation meet the applicable provisions of subpart E (application of engine installation requirements). JAA has clearly defined requirements in JAR-25 subpart J.
25.963(e)	AC25.963-1	FAR requires fire resistant access panels. AC defines 30 deg. tire debris zone. ACJ defines 15 deg. ACJ defines more potentially critical tire energy conditions.
25.1093	AC20-73; Policy memo dated 8/3/1992	FAA requires demonstration of capability to operate the engine and essential APU under the conditions of falling and blowing snow. FAA has issued policy memorandum dated August 3, 1992 regarding conditions that must be considered.
Subpart F		
25.1333		FAR/AC specifies information which must be displayed. JAR reduces criteria to permit some additional crew action, if it is not immediately needed.
25.1447(b)(c)		FAR establishes requirements for crewmember oxygen dispensing equipment.